

2005 DOE Hydrogen, Fuel Cells & Infrastructure Technologies Program Review

Controlled Hydrogen Fleet & Infrastructure Analysis

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NREL
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Project ID# TV7

This presentation does not contain any proprietary or confidential information

Project Objectives and Targets

- Objectives
 - Validate “System” Solutions for H₂ Transportation
 - Identify Current Status of Technology and its Evolution
 - Re-Focus H₂ Research and Development
 - Support Industry Commercialization Decision by 2015



Photo: Shell Hydrogen

Hydrogen and gasoline station, WA DC

Key Targets

Performance Measure	2009*	2015**
Fuel Cell Stack Durability	2000 hours	5000 hours
Vehicle Range	250+ miles	300+ miles
Hydrogen Cost at Station	\$3.00/gge	\$1.50/gge

* To verify progress toward 2015 targets

** Subsequent projects to validate 2015 targets

Project Overview

Timeline

- Project start: FY03
- Project end: FY09
- ~15% complete (see timeline slide)

Budget

- NREL FY04 funding: \$630K
- NREL FY05 funding: \$750K
- Context: Overall DOE project is \$190M project over 5 years
 - Equal investment by industry

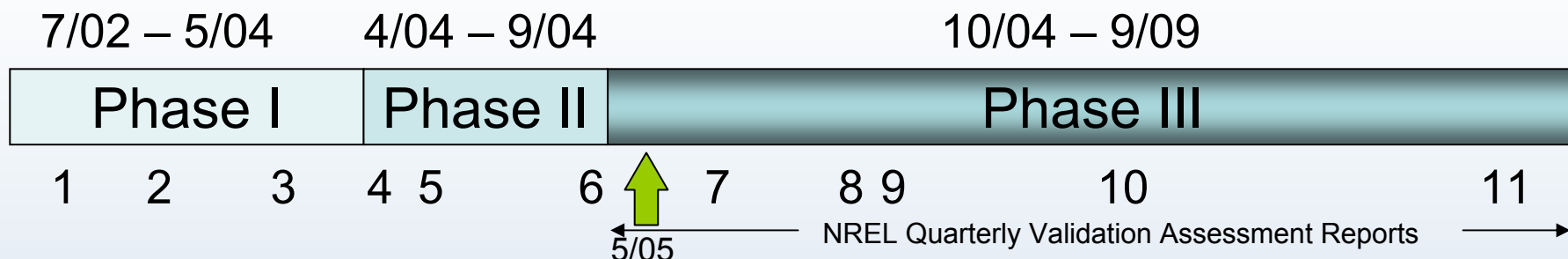
Tech. Val. Barriers

- A. **Vehicles** – lack of controlled & on-road H2 vehicle data
- B. **Storage** – not yet providing necessary 300+ mile range
- C. **Hydrogen Refueling Infrastructure** – cost and availability
- D. **Maintenance and Training Facilities** – lack of facilities and trained personnel
- E. **Codes and Standards** – lack of adoption/validation
- H. **Hydrogen Production from Renewables** – need for cost, durability, efficiency data for vehicular application
- I. **H2 and Electricity Co-Production** – cost and durability

Partners

- See partner slide

Project Timeline



- **Phase I – Project Preparation**

- 1 Support Development of RFP, Statement of Objectives (Appendix C)
- 2 Bidder's meeting in Detroit – launch of RFP
- 3 Create data analysis plan and presentation for discussion with industry

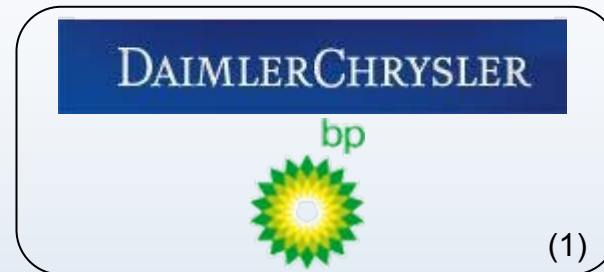
- **Phase II – Project Launch**

- 4 Announcement of successful bidders (timing TBD)
- 5 Kick-off meetings and cooperative agreement awards
- 6 Preliminary data collection, analysis, and first quarterly assessment report

- **Phase III – Data Analysis and Feedback to R&D activities (partial list)**

- 7 Demonstrate FCVs that achieve 50% higher fuel economy than gasoline vehicles
- 8 Validate demonstration FCV range of ~200 miles, 1000 hour durability
- 9 Go/No-Go: Decision for purchase of additional vehicles based on perf., durability, cost
- 10 Validation on a vehicle 2.0 kWh/kg, 1.2 kWh/L compressed gas tank
- 11 Validate FCVs with 250-mile range, 2,000 hour durability, and \$3.00/gge (based on volume production)

Industry Partners



(1) Fuel cells supplied by Ballard

Teams Will Field Four Main* Types of Vehicles



*DaimlerChrysler will also have FCV Sprinter vans



Sample Hydrogen Refueling Infrastructure: Rollout of Stations Began this Year



DTE/BP Power Park,
Southfield, MI



LAX refueling station



Hydrogen and gasoline station, WA DC

Photo: Shell Hydrogen



Chino, CA

Photo: H2CarsBiz

Project Approach

- Provide facility and staff for securing and analyzing industry sensitive data
 - NREL Hydrogen Secure Data Center (HSDC)
- Perform analysis and simulation using detailed data in HSDC to:
 - Evaluate current status and progress toward DOE vehicle and infrastructure targets
 - Feedback current technical challenges and opportunities into DOE H2 R&D program
 - Provide analytical feedback to originating companies on their own data
- Publish/present progress of project to public and stakeholders (composite data products)



Approach: Data Collection Overview

Key Vehicle Data	Key Infrastructure Data
Stack Durability	Conversion Method
Fuel Economy (Dyno & On-Road) and Vehicle Range	Production Emissions
Fuel Cell System Efficiency	Maintenance, Safety Events
Maintenance, Safety Events	Hydrogen Purity/Impurities
Top Speed, Accel., Grade	Refueling Events, Rates
Max Pwr & Time at 40C	H ₂ Production Cost
Freeze Start Ability (Time, Energy)	Conversion, Compression, Storage and Dispensing Efficiency
Continuous Voltage and Current (or Power) from Fuel Cell Stack, Motor/Generator, Battery & Key Auxiliaries: (Dyno & On-Road)	

Approach: Overview of Data Collection & Analysis Process

Hydrogen Secure Data Center (HSDC)

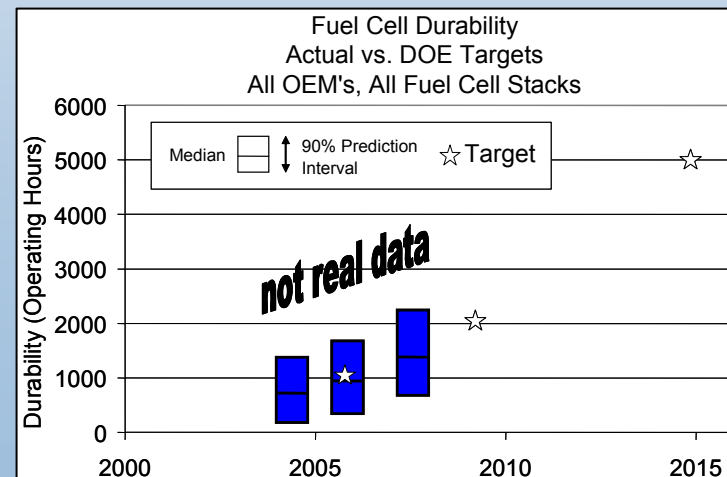
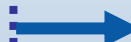
- @ NREL: Strictly Controlled Access
- Detailed Analyses, Data Products, Internal Reports
- HSDC ADVISOR



Composite Data Products

- Pre-Agreed Upon Aggregate Data Products
- No Confidential Information

Raw Data,
Reports



Accomplishments: Creation/Agreement of 6 Excel Data Templates for Vehicles and Infrastructure

A	B	C	D	E	F	G	H	I	J	
1	On-Road Fuel Economy Table ⁽¹⁾					Footnotes:				
2	Data since the inception of the program, all vehicles					(1) May be collected manually (via drive Data Acquisition System).				
3										
4	Report Date	insert date of report								
5	Automaker	insert name of automaker								
6	Vehicle Model: Wolverine XJ7					Vehicle Model: insert make				
7	Location of Operation: San Diego, CA									
8	FC Powerplant Model: Gen I									
9	Vehicle #	Example								
10	Date	Fill-up Number	Odometer at Fill (miles)	kg H2 filled	miles/kg H2	Comments ⁽¹⁾				
11	1/1/2005	1	150	2.5	60.0					
12	1/15/2005	2	350	3	66.7					
13	1/29/2005	3	475	2	62.5					
14	2/12/2005	4	650	3	58.3					
15	2/26/2005	5	850	3.2	62.5					
16	3/12/2005	6	1050	3	66.7					
17	3/26/2005	7	1250	2	100.0	Not filled complete				
18	4/9/2005	8	1350	3.2	62.5					
19	4/23/2005	9	1550	3.2	62.5					
20	5/7/2005	10	1750	3.2	62.5					
21	5/21/2005	11	1950	3.2	62.5					
22	6/4/2005	12	2250			kg H2 missing				
23	6/18/2005	13	2450	3.2	62.5					
24	7/2/2005	14	2650	3.2	62.5					
25	7/16/2005	15	2850	3.2	62.5					
26	7/30/2005	16	3050	3.2	62.5					
27	8/13/2005	17	3250	2.2	90.9	Not filled complete				
28	8/27/2005	18	3350	3.2	31.3					
29	9/10/2005	19	3550	3.2	62.5	Replaced FC Stack				
30	10/1/2005	20	3750	3.2	62.5					
31	10/15/2005	21	3950	3.2	62.5					
32	10/29/2005	22	4150	3.2	62.5					
33	11/12/2005	23	4350	3.2	62.5					
34	11/26/2005	24	4550	3.2	62.5					
35	12/10/2005	25	4750	3.2	62.5					
36	12/24/2005	26	4950	3.2	62.5					
37	1/7/2006	27	5150	3.2	62.5					
38	1/21/2006	28	5350	3.2	62.5					
39	2/4/2006	29	5550	3.2	62.5					
40	2/18/2006	30	5750	3.2	62.5					
41	3/4/2006	31	5950	3.2	62.5					
42	3/18/2006	32	6150	3.2	62.5					
43	4/1/2006	33	6350	3.2	62.5					
44	4/15/2006	34	6550	3.2	62.5					
45	4/29/2006	35	6750	3.2	62.5					
46	5/13/2006	36	6950	3.2	62.5					
47	5/27/2006	37	7150	3.2	62.5					
48	6/10/2006	38	7350	3.2	62.5					
49	6/24/2006	39	7550	3.2	62.5					
50	7/8/2006	40	7750	3.2	62.5					
51	7/22/2006	41	7950	3.2	62.5					
52	8/5/2006	42	8150	3.2	62.5					
53	8/19/2006	43	8350	3.2	62.5					
54	9/2/2006	44	8550	3.2	62.5					
55	9/16/2006	45	8750	3.2	62.5					
56	9/30/2006	46	8950	3.2	62.5					
57	10/14/2006	47	9150	3.2	62.5					
58	10/28/2006	48	9350	3.2	62.5					
59	11/11/2006	49	9550	3.2	62.5					
60	11/25/2006	50	9750	3.2	62.5					
61	12/9/2006	51	9950	3.2	62.5					
62	12/23/2006	52	10150	3.2	62.5					
63	1/6/2007	53	10350	3.2	62.5					
64	1/20/2007	54	10550	3.2	62.5					
65	2/3/2007	55	10750	3.2	62.5					
66	2/17/2007	56	10950	3.2	62.5					
67	3/3/2007	57	11150	3.2	62.5					
68	3/17/2007	58	11350	3.2	62.5					
69	3/31/2007	59	11550	3.2	62.5					
70	4/14/2007	60	11750	3.2	62.5					
71	4/28/2007	61	11950	3.2	62.5					
72	5/12/2007	62	12150	3.2	62.5					
73	5/26/2007	63	12350	3.2	62.5					
74	6/9/2007	64	12550	3.2	62.5					
75	6/23/2007	65	12750	3.2	62.5					
76	7/7/2007	66	12950	3.2	62.5					
77	7/21/2007	67	13150	3.2	62.5					
78	8/4/2007	68	13350	3.2	62.5					
79	8/18/2007	69	13550	3.2	62.5					
80	9/1/2007	70	13750	3.2	62.5					
81	9/15/2007	71	13950	3.2	62.5					
82	9/29/2007	72	14150	3.2	62.5					
83	10/13/2007	73	14350	3.2	62.5					
84	10/27/2007	74	14550	3.2	62.5					
85	11/10/2007	75	14750	3.2	62.5					
86	11/24/2007	76	14950	3.2	62.5					
87	12/8/2007	77	15150	3.2	62.5					
88	12/22/2007	78	15350	3.2	62.5					
89	1/5/2008	79	15550	3.2	62.5					
90	1/19/2008	80	15750	3.2	62.5					
91	2/2/2008	81	15950	3.2	62.5					
92	2/16/2008	82	16150	3.2	62.5					
93	2/28/2008	83	16350	3.2	62.5					
94	3/13/2008	84	16550	3.2	62.5					
95	3/27/2008	85	16750	3.2	62.5					
96	4/10/2008	86	16950	3.2	62.5					
97	4/24/2008	87	17150	3.2	62.5					
98	5/8/2008	88	17350	3.2	62.5					
99	5/22/2008	89	17550	3.2	62.5					
100	6/5/2008	90	17750	3.2	62.5					
101	6/19/2008	91	17950	3.2	62.5					
102	7/3/2008	92	18150	3.2	62.5					
103	7/17/2008	93	18350	3.2	62.5					
104	7/31/2008	94	18550	3.2	62.5					
105	8/14/2008	95	18750	3.2	62.5					
106	8/28/2008	96	18950	3.2	62.5					
107	9/11/2008	97	19150	3.2	62.5					
108	9/25/2008	98	19350	3.2	62.5					
109	10/9/2008	99	19550	3.2	62.5					
110	10/23/2008	100	19750	3.2	62.5					
111	11/6/2008	101	19950	3.2	62.5					
112	11/20/2008	102	20150	3.2	62.5					
113	12/4/2008	103	20350	3.2	62.5					
114	12/18/2008	104	20550	3.2	62.5					
115	1/1/2009	105	20750	3.2	62.5					
116	1/15/2009	106	20950	3.2	62.5					
117	1/29/2009	107	21150	3.2	62.5					
118	2/12/2009	108	21350	3.2	62.5					
119	2/26/2009	109	21550	3.2	62.5					
120	3/12/2009	110	21750	3.2	62.5					
121	3/26/2009	111	21950	3.2	62.5					
122	4/9/2009	112	22150	3.2	62.5					
123	4/23/2009	113	22350	3.2	62.5					
124	5/7/2009	114	22550	3.2	62.5					
125	5/21/2009	115	22750	3.2	62.5					
126	6/4/2009	116	22950	3.2	62.5					
127	6/18/2009	117	23150	3.2	62.5					
128	7/2/2009	118	23350	3.2	62.5					
129	7/16/2009	119	23550	3.2	62.5					
130	7/30/2009	120	23750	3.2	62.5					
131	8/13/2009	121	23950	3.2	62.5					
132	8/27/2009	122	24150	3.2	62.5					
133	9/10/2009	123	24350	3.2	62.5					
134	9/24/2009	124	24550	3.2	62.5					
135	10/8/2009	125	24750	3.2	62.5					
136	10/22/2009	126	24950	3.2	62.5					
137	11/5/2009	127	25150	3.2	62.5					
138	11/19/2009	128	25350	3.2	62.5					
139	12/3/2009	129	25550	3.2	62.5					
140	12/17/2009	130	25750	3.2	62.5					
141	12/31/2009	131	25950	3.2	62.5					
142	1/14/2010	132	26150	3.2	62.5					
143	1/28/2010	133	26350	3.2	62.5					
144	2/11/2010	134	26550	3.2	62.5					
145	2/25/2010	135	26750	3.2	62.5					
146	3/11/2010	136	26950	3.2	62.5					
147	3/25/2010	137	27150	3.2	62.5					
148	4/8/2010	138	27350	3.2	62.5					
149	4/22/2010	139	27550	3.2	62.5					
150	5/6/2010	140	27750	3.2	62.5					
151	5/20/2010	141	27950	3.2	62.5					
152	6/3/2010	142	28150	3.2	62.5					
153	6/17/2010	143	28350	3.2	62.5					
154	6/30/2010	144	28550	3.2	62.5					
155	7/14/2010	145	28750	3.2	62.5					
156	7/28/2010	146	28950	3.2	62.5					
157	8/11/2010	147	29150	3.2	62.5					
158	8/25/2010	148	29350	3.2	62.5					
159	9/8/2010	149	29550	3.2	62.5					
160	9/22/2010	150	29750	3.2	62.5					
161	10/6/2010	151	29950	3.2	62.5					
162	10/20/2010	152	30150	3.2	62.5					
163	11/3/2010	153	30350	3.2	62.5					
164	11/17/2010	154	30550	3.2	62.5					
165	12/1/2010	155	30750	3.2	62.5					
166	12/15/2010	156	30950	3.2	62.5					
167	12/29/2010	157	31150	3.2	62.5					
168	1/12/2011	158	31350	3.2	62.5					
169	1/26/2011	159	31550	3.2	62.5					
170	2/9/2011	160	31750	3.2	62.5					
171	2/23/2011	161	31950	3.2	62.5					
172	3/9/2011	162	32150	3.2	62.5					
173	3/23/2011	163	32350	3.2	62.5					
174	4/6/2011	164	32550	3.2	62.5					
175	4/20/2011	165	32750	3.2	62.5					
176	5/4/2011	166	32950	3.2	62.5					
177	5/18/2011	167	33150	3.2	62.5					
178	6/1/2011	168	33350	3.2	62.5					
179	6/15/2011	169	33550	3.2	62.5					
180	6/29/2011	170	33750	3.2	62.5					
181	7/13/2011	171	33950	3.2	62.5					
182	7/27/2011	172	34150	3.2	62.5					
183	8/10/2011	173	34350	3.2	62.5					
184	8/24/2011	174	34550	3.2	62.5					
185	9/7/2011	175	34750	3.2	62.5					
186	9/21/2011	176	34950	3.2	62.5					
187	10/5/2011	177	35150	3.2	62.5					
188	10/19/2011	178	35350	3.2	62.5					
189	11/2/2011	179	35550	3.2	62.5					
190	11/16/2011	180								

Vehicle Example

Infrastructure Example

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	On-Site Hydrogen Production Efficiency Summary														
2	Data since the inception of the program														
3	Total On-Site Efficiency Table is calculated from the Monthly														
4	Site Logs (e.g., Reformer Log, Compression Log, etc.) Only the														
5	items shaded in yellow require input on this table.														
6															
7	Report Date	insert date of report													
8	Energy Provider	insert name of energy provider													
9	Conversion Type (Reformation or Electrolysis)	Reformation													
10	Unique Station Identifier	insert identifier													
11		Metric	Units	Oct 04	Nov 04	Dec 04	Jan 05	Feb 05	Mar 05	Apr 05	May 05	Jun 05	Jul 05	Aug 05	Sep 05
12	1	Primary Energy Efficiency ⁽¹⁾⁽¹⁾ Total On-Site	(%, LHV ⁽²⁾)	57.24%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
13	2	Primary Energy Efficiency ⁽¹⁾ Conversion	(%, LHV ⁽²⁾)	68.66%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
14	3	Primary Energy Efficiency ⁽¹⁾ Compression	(%, LHV ⁽²⁾)	83.79%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
15	4	Primary Energy Efficiency ⁽¹⁾ Dispensing and Storage	(%, LHV ⁽²⁾)	99.64%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
16	5	Comments	N/A												
17															
18															
19															
20															
21	<p><u>Footnotes:</u></p> <p>(1) Primary Energy Efficiency is defined as Hydrogen Output (LHV) / Energy Input (LHV) of the process step. For each efficiency calculation, include all energy associated with the processes illustrated in the figure below</p>														
22															
23															
24															
25															
26															
27															
28															
29															
30															
31															
32															
33															

not real data

Feedback Production

Total On-Site Efficiency

Reforming or Electrolysis

Purification

Compression

Dispensing to Vehicle Tank

Storage

Feedback Production

Conversion Efficiency

Reforming or Electrolysis

Purification

Compression

Dispensing to Vehicle Tank

Storage

Feedback Production

Compression Efficiency

Reforming or Electrolysis

Purification

Compression

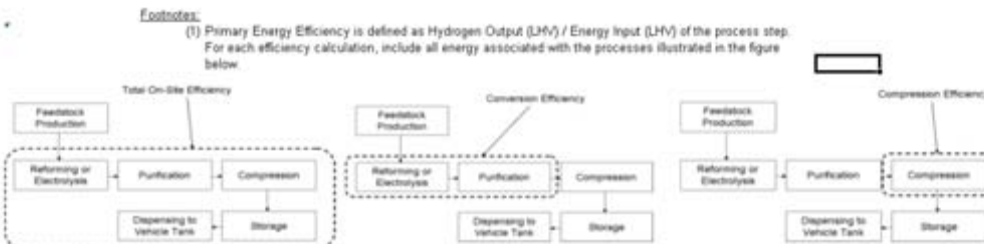
Dispensing to Vehicle Tank

Storage

H2 Production Cost Log / Maintenance Log / Safety Log / H2 Purity Log / Refueling Rate Log / On-Site Efficiency Log / Reformer Log / Electrolyzer Log / Compression Log

not real data

not real data



Tabs cover multiple data sets

Performance Summary / Fleet Summary / Stack Durability Summary / Maintenance Summary / Safety Summary / On-Road Fuel Economy

Accomplishments: Developed and Obtained Agreement on 25 Sample Composite Data Products

A. Critical Program Metrics:

1. Fuel Cell Durability, Actual vs. DOE Targets, All OEM's
2. Vehicle Ranges, Actual vs. DOE Targets, All OEM's
3. H2 Production Cost, Actuals/Projections vs. DOE Targets

B. Composite Performance Tracking:

Vehicles

4. Reliability (FC System & Powertrain, MTBF)
5. Start Times vs. DOE Target
6. Fuel Economy: Dyno, On-Road
7. Normalized Vehicle Fuel Economy
8. Fuel Cell System Efficiency
9. Safety Incidents - Vehicle Operation
10. Weight % Hydrogen
11. Mass of Hydrogen per Liter
12. Vehicle Hydrogen Tank Cycle Life

Hydrogen Infrastructure

13. H2 Production Efficiency vs. Process
14. Combined Heat and Power (CHP) Efficiencies
15. H2 Production Cost vs. Process
16. H2 Purity vs. Production Process
17. Hydrogen Impurities - Range for Production Process A
18. Histogram: Refueling Rate
19. Average Maintenance Hours - Scheduled and Unscheduled

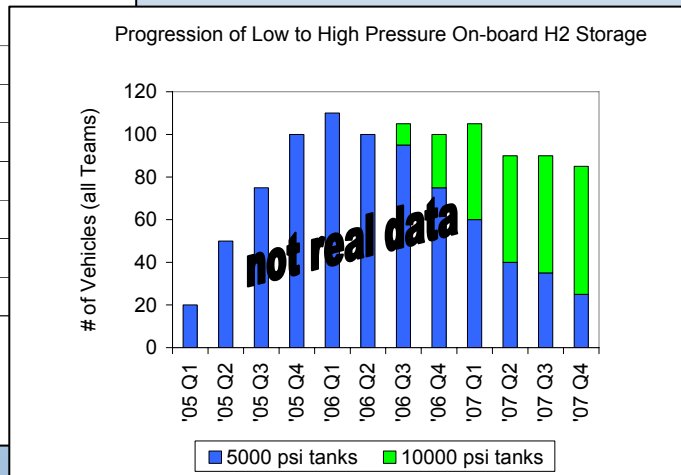
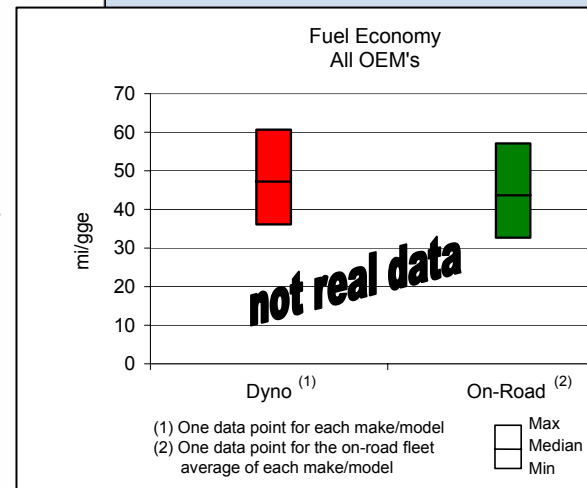
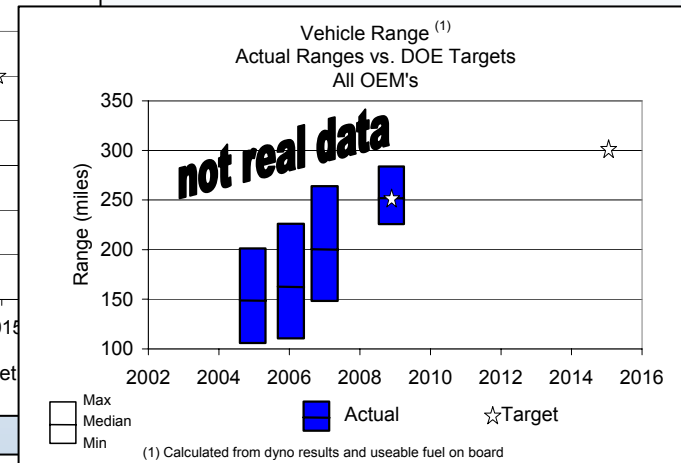
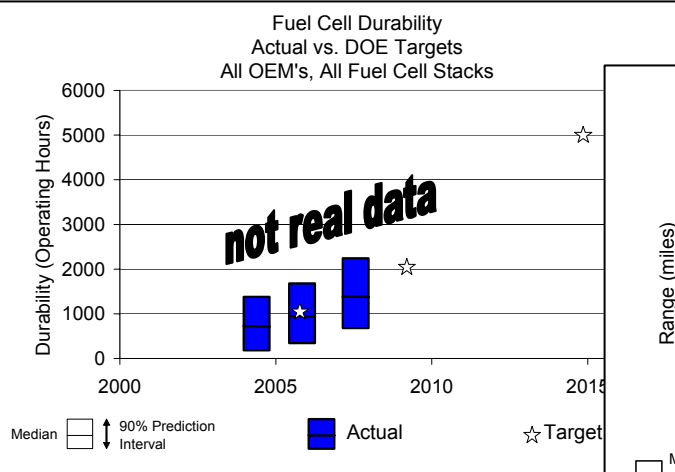
C. High Level Program Progress:

Vehicles

20. Range of Actual Ambient Temperatures During Vehicle Operation - All Vehicle Teams
21. Histogram: # Vehicles vs. Operating Hours to Date
22. Histogram: # Vehicles vs. Miles Traveled to Date
23. Cumulative Vehicle Miles Traveled - All Teams
24. Progression of Low to High Pressure On-board H2 Storage

Hydrogen Infrastructure

25. Cumulative Hydrogen Production - All Teams



Accomplishments: Established Hydrogen Secure Data Center at NREL

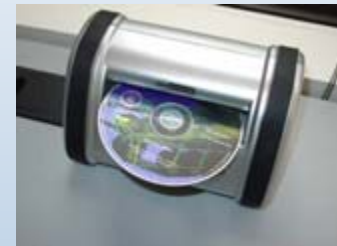
- Protects all raw data and our analysis results
- Only things that leave room:
 - composite data results
 - trend feedback into R&D
 - Analysis back to originating company



Server, workstation, tape backup and UPS



Two computer workstations



CD/DVD shredder



paper shredder



Motion sensors



Audible alarm



PIN reader badge scanner



1350 lb. safe for backups

Accomplishments: Obtained Agreement with Industry Partners on Data Handling and Security

**Hydrogen Secure Data Center:
Procedures to Protect Technical Data Submitted Under
the Controlled Hydrogen Fleet and Infrastructure
Demonstration and Validation Project
NREL
02-15-2005**

Outline

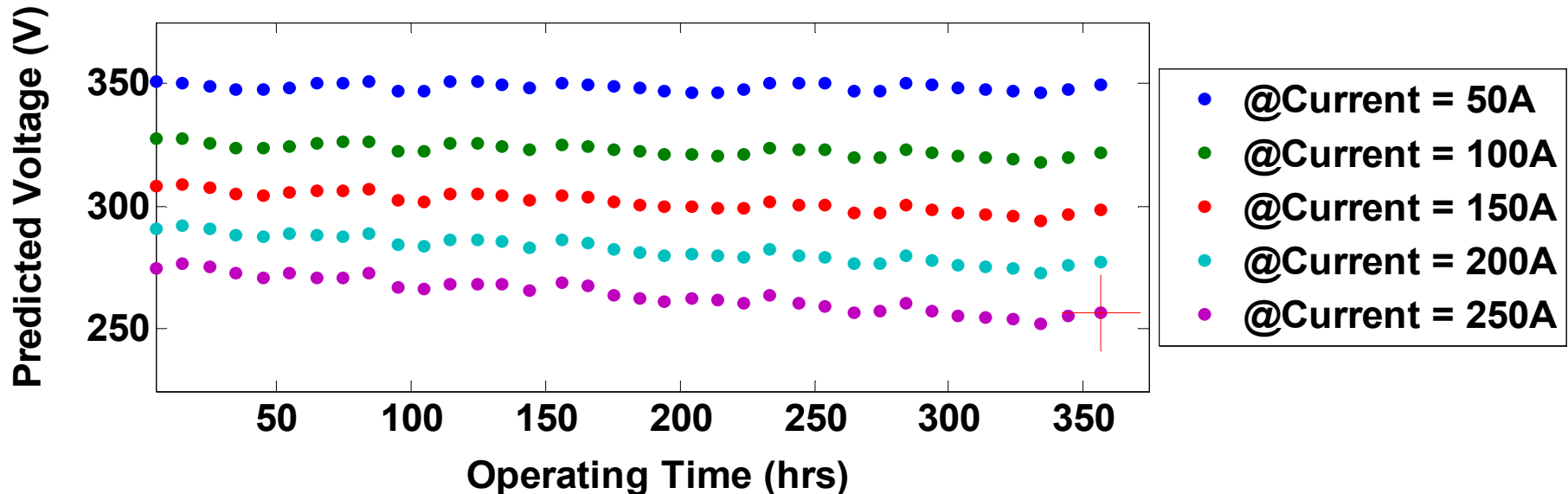
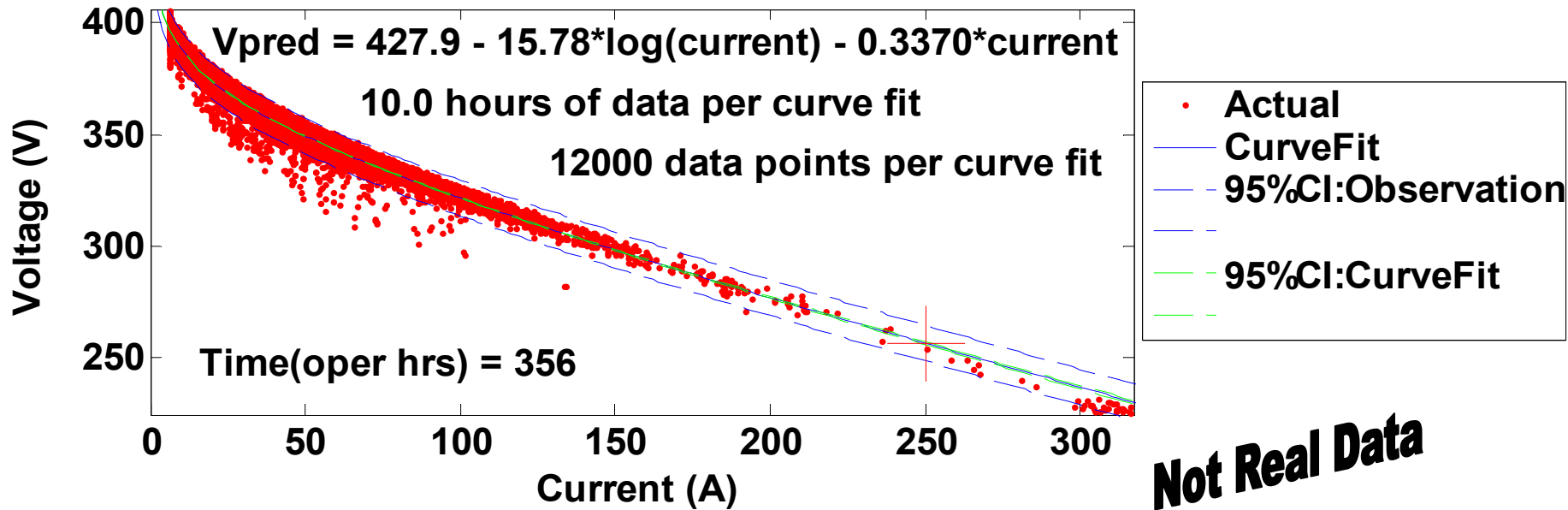
- A. Physical Room Security**
- B. Delivery of Data to Room**
- C. Products to Leave Room for Possible Publication**
- D. Activities Within Room**
- E. NREL Security Responsibilities**

A. Physical Room Security

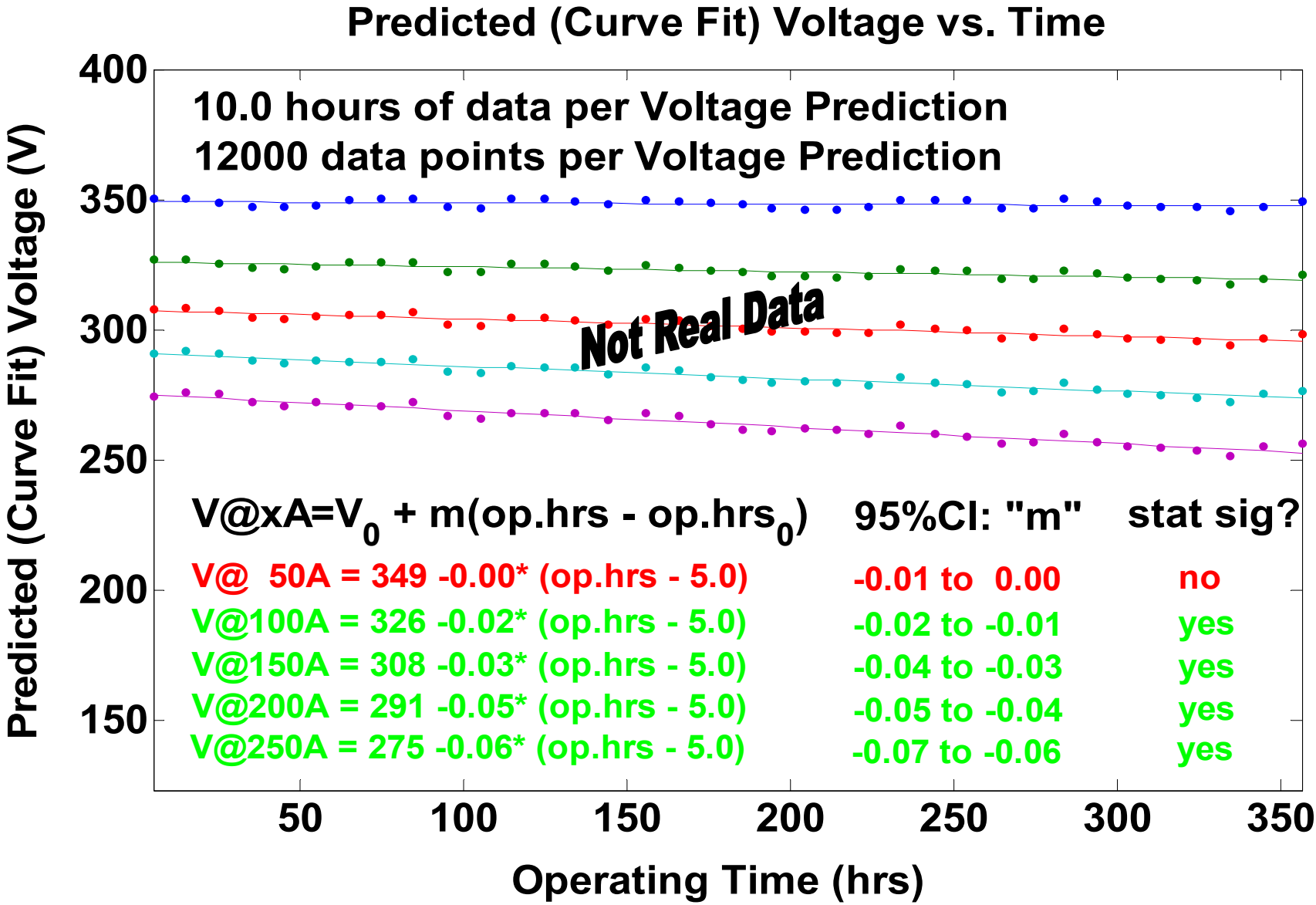
- Restricted access:
 - Access to the NREL Hydrogen Secure Data Center (HSDC) is limited to a list of people that will be maintained by the NREL Technology Validation Task Leader. The list includes the following individuals (referred to as “authorized individuals”):
 - Steve Chalk (DOE HQ, DC)
 - JoAnn Milliken (DOE HQ, DC)
 - Sigmund Gronich (DOE HQ, DC)
 - Doug Hooker (DOE Golden Field Office, CO)
 - Keith Wipke (NREL, CO) [NREL Technology Validation Task Leader]
 - Cory Welch (NREL, CO)
 - The authorized individuals from NREL and the Golden Field Office will have direct badge access to the room while the authorized individuals from DOE HQ in DC will need a host to obtain entry (one of the NREL or Golden Field Office authorized individuals) and be escorted during their time in the HSDC. They will manually sign in and out on a log sheet.
 - NREL Security will have emergency security access, and perform weekly alarm checks to verify proper operation of the electronic access control.
 - Authorized individuals will be trained on the sensitivity of the data and sign confidentiality/non-disclosure agreements.
- Approval procedure for adding/removing people on list:
 - The list of authorized individuals will be maintained by the NREL Technology Validation Task Leader. NREL Security will maintain the electronic access control, which is centrally controlled from NREL’s Site Entrance Building. The building is staffed 24 hours a day. NREL Security has authority over all physical and electronic keys for the laboratory, including the HSDC.
 - NREL may recommend to DOE the addition of NREL staff at a later date if it is deemed necessary to assist in timely data processing/analysis. Any additional staff added to the list will be held to the same requirements of confidentiality (and this document) as everybody else on the list.
 - Individuals other than DOE or NREL staff will not be approved as authorized individuals without prior approval from the participants.

- NREL Created 7-Page Security Document
- Major Section Headings:
 - A. Physical Room Security
 - B. Delivery of Data to Room
 - C. Products to Leave Room for Possible Publication
 - D. Activities Within Room
 - E. NREL Security Responsibilities

Accomplishments: Automated Analysis Created for Analyzing Stack Current/Voltage Degradation

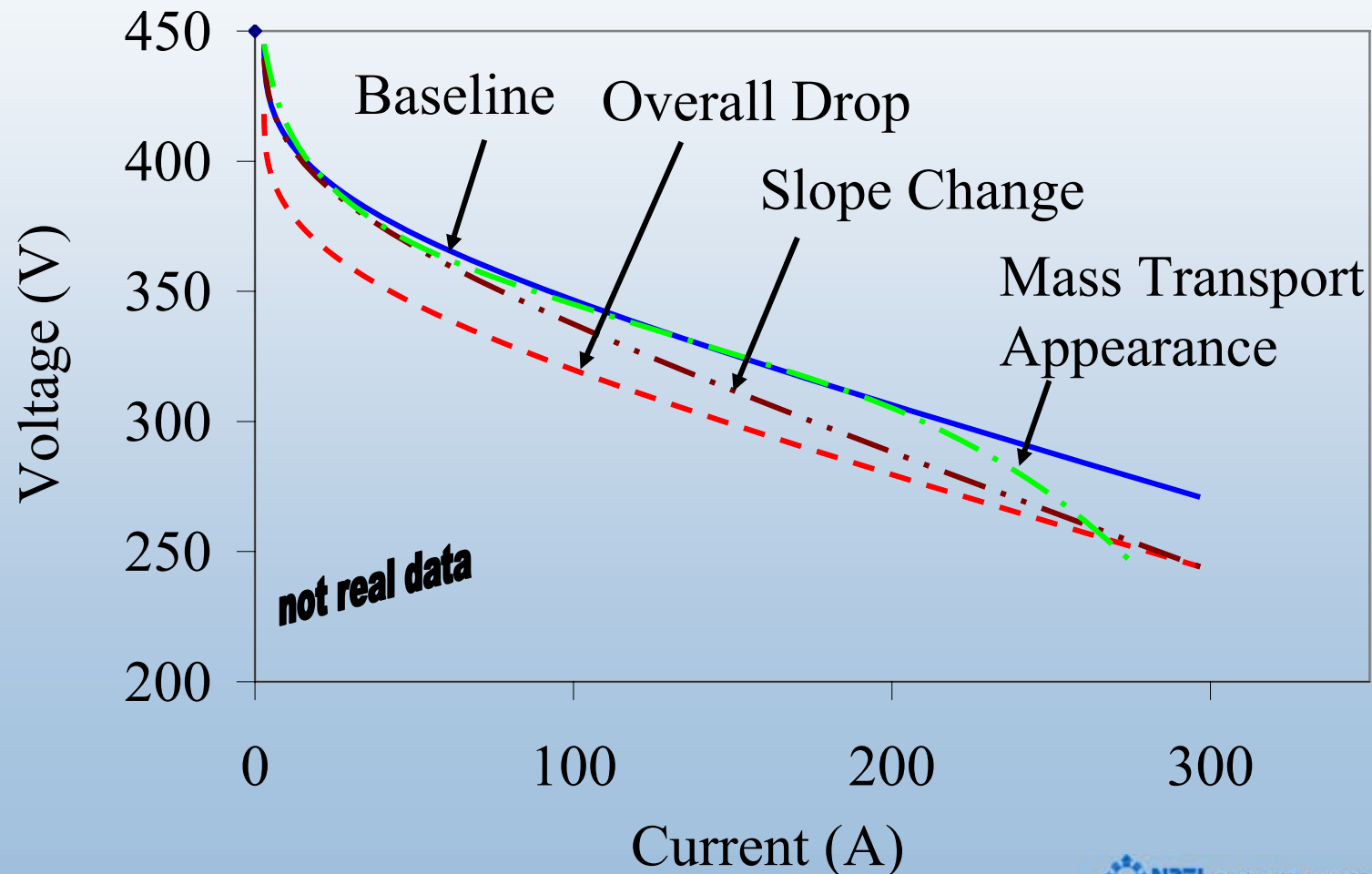


Accomplishments: Automated Analysis Created for Analyzing Stack Current/Voltage Degradation (cont.)

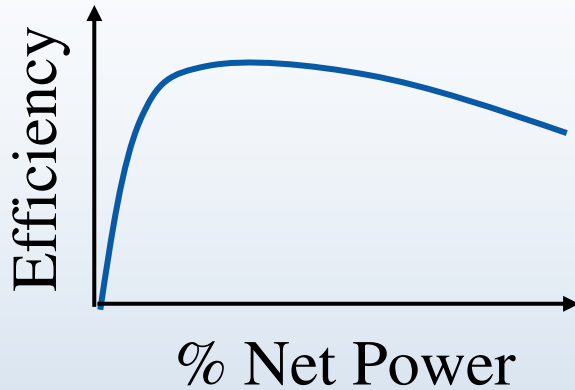


Analyzing Shape of Polarization Curve Changes May Lead to Understanding of Modes of FC Degradation

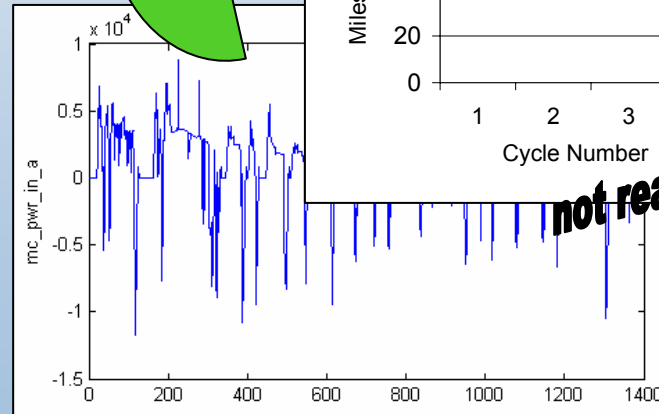
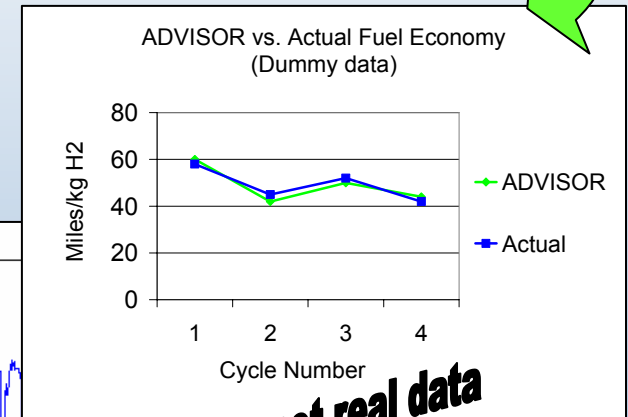
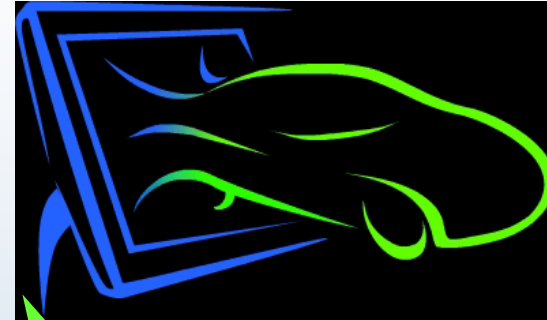
Various Fuel Cell Polarization Curve Changes



Accomplishments: Initial Data Used to Begin Validation of HSDC ADVISOR in Data Room



Vehicle, Power Plant Parameter Summary	
<i>Include parameters for each vehicle and power plant</i>	
Report Date	<i>insert report date</i>
Automaker	<i>insert automaker</i>
Parameter	Units
veh_CD ⁽¹⁾	dimensionless
veh_FA ⁽¹⁾	m ²
Vehicle Mass ⁽¹⁾	kg
veh_front_wt_frac ⁽¹⁾	dimensionless
veh_cg_height ⁽¹⁾	m
veh_wheelbase ⁽¹⁾	m
Fuel Cell System	
c. Power Rating (net)	kW
Propulsion Battery or Capacitor	
c. Maximum Rated Ampere-Hour Capacity	Ampere*hrs
Electric Propulsion Motor	
b. Peak Power Rating	kW



not real data

Accomplishments: Completion of 1st Quarterly Technology Validation Assessment Report

February 2005 • NREL/Report Number

Milestone Report

DOE's Controlled Hydrogen Fleet and Infrastructure Demonstration Program: Quarterly Validation Assessment (4Q 2004)

Milestone Completion Report

Cory Welch
National Renewable Energy Laboratory
Golden, CO

Keith Wipke
National Renewable Energy Laboratory
Golden, CO



NREL

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- Proprietary version of Quarterly Reports may not be removed from the room
- Non-proprietary (composite data) versions may also be created



Interactions and Collaborations

- Participated in project kick-off meetings with all 4 industry teams
- Participated in detailed discussions with industry to reach agreement on data reporting templates and data handling
- Performed industry site visits to review vehicle dynamometer test facilities and test procedures
- Analyzed data from one team and provided analysis results back to originating OEM
- Interacted with relevant codes and standards teams
- Participated in CA H2 infrastructure planning teams



On-Road Fuel Economy Table

This table provides a detailed breakdown of fuel economy data for various vehicle models, categorized by engine type and transmission. The columns include vehicle model, engine displacement, horsepower, torque, and fuel economy ratings (city, highway, and combined) in miles per gallon (mpg). The data is presented in a structured format with alternating row colors for readability.

Vehicle Model	Engine Displacement (L)	Horsepower (hp)	Torque (lb-ft)	City (mpg)	Highway (mpg)	Combined (mpg)
2011 Ford Focus	2.0	144	144	24	34	28
2011 Ford Focus	2.5	174	174	24	34	28
2011 Ford Focus	2.0	144	144	24	34	28
2011 Ford Focus	2.5	174	174	24	34	28
2011 Ford Focus	2.0	144	144	24	34	28
2011 Ford Focus	2.5	174	174	24	34	28
2011 Ford Focus	2.0	144	144	24	34	28
2011 Ford Focus	2.5	174	174	24	34	28
2011 Ford Focus	2.0	144	144	24	34	28
2011 Ford Focus	2.5	174	174	24	34	28



Responses to Previous Year Reviewers' Comments

- Q: “Is GIS assessment critical at this time given funding constraints?”
 - The GIS work has been completed and transitioned to cross-cut analysis activity (see poster TVP14 for details)
- Q: “Editorial and interpretive techniques used behind firewalls unclear and seemingly subjective.” and “Tech transfer process is well thought out but more detail on how data is handled would be interesting.”
 - Hydrogen Secure Data Center (HSDC) opened and 6-page data handling/security procedures document finalized
 - Presented 2 papers at NHA and EVS-21 to discuss examples of specific analytical techniques that will be employed
 - Developed clear composite data products examples (25) to articulate public outputs from project
- Q: “Will reporting of composite data only dilute value to rest of community of the largest of all the H2/FC projects?”
 - After considering all options, we found this was the best solution to:
 - Protect industry partners' intellectual property (IP)
 - Allow NREL to perform valuable analysis on raw data for DOE
 - Provide a public outlet for progress of the project

Future Work

- Remainder of FY05
 - Complete auto OEM site visits and reviews of vehicle test facilities and procedures
 - Obtain initial vehicle and infrastructure data sets from all teams in project for the HSDC
 - Perform analysis on data and validate models
 - Compare results to DOE targets
 - Prepare composite data products and write quarterly Validation Assessment Reports
- FY06 and beyond:
 - Annually compare technical progress to program objectives
 - Actively feed findings from project back into HFCIT program R&D activities (ensure it is a “learning demonstration”)
 - Provide public outputs to report on technology and project progress

Project Safety

- Safety an important part of Controlled Fleet & Infrastructure project Cooperative Agreements.
 - NREL's role in this project is analytical, so typical office environment safety measures are being followed.
 - Industry partners have responsibility for ensuring the safety of their hydrogen vehicles and refueling infrastructure.
- Industry is including the following aspects in each of their projects:
 - Failure Modes and Effects Analysis (FMEA) on the project
 - Safety assessment
 - Risk Mitigation Plan
 - Measuring and monitoring safety performance
 - Communication Plan, including reportable accidents, management response, and independent reviews
- All projects are using “Guidance for Safety Aspects of Hydrogen Projects” for reference

Publications and Presentations

- Gronich, S., Garbak, J., Wipke, K., Welch, C., “Controlled Hydrogen Fleet and Infrastructure Demonstration and Validation Project,” 2004 Fuel Cell Seminar, San Antonio, TX, November 2004. (presentation only)
- Welch, C., “Composite Data Products for the Controlled Hydrogen Fleet and Infrastructure Demonstration and Validation Project,” November 2004. (NREL document)
- Welch, C., Wipke, K., “DOE’s Controlled Hydrogen Fleet and Infrastructure Demonstration and Validation Project: Quarterly Validation Assessment (4Q 2004), February 2005. (publication only)
- Wipke, K., “Hydrogen Secure Data Center: Procedures to Protect Technical Data Submitted Under the Controlled Hydrogen Fleet and Infrastructure Demonstration and Validation Project,” February 2005. (NREL document)
- Welch, C., Wipke, K., Gronich, S., Garbak, S., “Hydrogen Fleet & Infrastructure Demonstration and Validation Project: Data Analysis Overview,” NHA Annual Hydrogen Meeting and Exposition, Washington, DC, March 2005. (paper and presentation)
- Wipke, K., Welch, C., Gronich, S., Garbak, J., Hooker, D., “Introduction to the U.S. Department of Energy’s Controlled Hydrogen Fleet and Infrastructure Demonstration and Validation Project,” The 21st Worldwide Battery, Hybrid and Fuel Cell Electric Vehicle Symposium and Exhibition, Monaco, April 2005. (paper and presentation)
- Welch, C., “Data Templates for Controlled Hydrogen Fleet and Infrastructure Demonstration and Validation Project” April 2005. (6 NREL Excel spreadsheets)